

RESEARCH SHIP 'SHAKY' FROM HER FIRST TRIP

Boston Explorer, commanded by Skipper Bill Anderson, put into Norway with Skipper Anderton's body before heading back to port.

the new site of Lewis fish drying plant at Breesclete. It is also building the pier and roadways under another contract.

THE ABERDEEN firm of William Tawse Ltd. has won the £700,000 contract to build the new Isle of Lewis fish drying plant at Breesclete. It is also building the pier and roadways under another contract.

The committee, one of the most powerful and senior of Commons probing committees, says that having accepted her, the Department should have been more vigorous in pressing decisions.

Ferguson Brothers (Port Glasgow) Ltd. The engines were bedded on a hydraulically suspended raft with the engines and preliminary set trials and the Department's acceptance trials, excessive vibration occurred within the engine room which, later in service, ceased.

NICOLA DAWN (above), a new 35 ft. long trawler, has been fishing from the Kentport of Faversham for two weeks. She is owned by Barry Tester, who fitted out the craft on a Versatility 35 GRP hull and he even made the deck gear.

The trawler is powered by a Perkins 6354 diesel, with a 4:1 reduction gearbox, and swings a 38 ft. propeller. She has a wooden hull.

Versatility Wildcoats of Rye has moulded five 35 ft. long hulls so far and they have gone to owners at Portsmouth, Walsley and Cornwall. More details of *Nicola Dawn* in *Fishing News* soon.

Versatility Workboats of Rye has moulded five 35 ft. long hulls so far and these have gone to owners at Portsmouth, Walea and Cornwall. More details of *Nicolo Down* in *Fishing News* soon.

of its new headquarters in Edinburgh last week has further consolidated the Scottish Fishermen's Organisation's position as the biggest Producer Organisation in Europe.

It was not the first PO set up in the UK, but it already represents 700 skipper-owners whose vessels have an annual turnover of more than £40 million.

The SFO was formed in 1973 and it received official recognition from the EEC in August 1974. Its economic area covers all Scottish ports from Peterhead to Port Patrick inclusive, the islands to the north and west of the Scottish mainland and also Whitehaven.

The new HQ occupies a large double-fronted house at Edinbech, on the outskirts of Edinburgh, and has been decorated throughout in a modern style. It is within easy reach of the airport and motorway.

The headquarters was officially opened on Thursday last week by Gordon Jackson, OBE, a director, who said: "This building belongs to Scottish fishermen".

Mr. Jackson, who is well known for his work as manager of the Malleig and North-West Fishermen's Association, was the SFO's first chairman.

President chairman and chief-executive is ex-skipper, James Lovie of Peterhead, who took up his position late in 1976.

He thanked the White Fish Authority and the Herring Industry Board for their help in getting the SFO off the ground.

Guests at the opening included Scottish fisheries under-secretary, Hugh Brown; Herring Industry Board chairman, Dr. W. J. Lyon Dean; WFA chairman, Mr. C. I. Meek; skippers from ports in the SFO's area; and representatives of the Fishermen's Association, David Aitchison, and George Crawford, chairman, National Federation of Fishermen's Organisations.

The work of the SFO includes regulating catches and stabilising prices. In the absence of a plan from the government the SFO — in consultation with the Herring Buyers' Association — is now regulating mackerel fishing off the Scottish west coast. As far as possible, catches will be sold only for human consumption.

Bridges too old

Committee now investigating the industry will shirk this task.

BUT expects a big response from transwarren already in its employment to fill the 22 places from deckhands to

A NEW fish selling agency has started operation

ency ns

8

06-000000

7-11-63

A NEW fish selling agency has started operations regularly at the port — *Aja Argosy, Andromedo, Emma*

Grampian Sea Fishing Ltd. is currently handling six Scottish seiners which land

HETLAND'S san
lshermeo refused to
atches at the Bre

However, by the end of the week, the factory had convinced fishermen there was no alternative. The quality of the sandeels being landed is

Two of the vessels
through the agency

PRAWN FIRM
A SCOTTISH, Norwegian
prawn peeling company will

A SCOTTISH-NORWEGIAN

company will trade as Eco-
Foods (U.K.) Ltd. and will be
the British end of
Engelaviken Conserves, c/o
Lillerand, Norway.

WHENEVER THE subject of state aid for the fishing industry comes up in the Commons, the Government manages to put a figure of £20m. on the

A FEATURE of Fleetwood
lock pits known to hu

Tony Winfield, said: "Over the years the iron bridge has become increasingly difficult and costly to maintain. Nowadays we just cannot

or scientists about the facilities for the industry, however, that the Committee now invests this task.

the state of research in the industry is near impossible. The House of Commons Select Committee investigating the industry will

vinced fishermen there
no alternative. The qua
the sandeels being lan
low and there is en
national recession in t

Europe and Scandinavia. The company will trade as Foods (U.K.) Ltd. and will be the British end of Engelaviken Conserves.

the
Ecco
will be
of
as, of
the

(continued)

DECC

A Deca House Limited
Deca House,
Albert Embankment,
London, S.E.1. Tel: 17

736 8111

35-footer for Kent

NICOLA DAWN (above), a new 35 ft. long trawler, has been fishing from the Kent port of Faversham for two weeks. She is owned by Barry Tester, who fitted out this craft on a Versatility 36 GRP hull and he even made the deck gear.

The trawler is powered by a Perkins 6354 diesel, with a 4.1 reduction gearbox, and a swing 1.36 in. propeller. She has a wooden laid deck.

Versatility Workboats of Rye has moulded five 35 ft. long hulls so far and these have gone to owners at Portsmouth, Wales and Cornwall. More details of *Nicola Dawn* in *Fishing News*.

repeated fracturing of main engine pipework with consequent disruption of research operations."

Investigations and remedial measures between October 1971 and October 1972, advised by Lloyd's Research and Technical Advisory Services, had been only partly successful.

In November 1974, when a main generator failed, the Department withdrew *Scotia* for repair and further investigation.

Between November 1971 and November 1974 the vessel had spent 476 days at sea with scientific staff, instead of the 780 which would normally have been attained, and the loss of use had seriously affected the department's programme of

Department to pursue a question of legal liability for the defects and their consequences".

In evidence produced to the report, Mr. J. I. Smith, Secretary, DAF (Scottish Office) said: "We operated for two years on the basis that we thought we could live with it, but that proved to be over-optimistic".

Mr. Smith agreed during questioning that it was "have been better to be refused the new vessel due to the acceptance trials.

They did not yet know the prime cause of *Scotia*'s troubles.

It is understood that the design of dielectric-electric powered *Scotia* was not totally in the hands of the builders.

Seiner agency opens

A NEW fish selling agency has started operations at Peterhead with some of the port's top boats on its books.

Grampian Sea Fishing Ltd. is currently handling six Scottish seiners which land regularly at the port — *Aja Argosy*, *Andramedo*, *Emma Thomson*, *Kestrel*, *Archie Sunbeam*. They all belong to skippers from the Lossiemouth district.

Skipper Willie Campbell, MBE, of the 85 ft. *Aja*, chairman of the new co-operative, which is the seventh fish selling agency in Peterhead. He is spending some time ashore to help the business get underway. Manager E.

VERSATILITY WORKBOATS

M. J. HAYNES, Designer/Proprietor
M. J. HAFFENGB, Production Manager

VERSATILITY WORKBOATS OF RYE
RYE YACHT CENTRE, RYE, SUSSEX.
TN31 7HJ, ENGLAND
Tel: RYE 3338

DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING
CRAFT UP TO 16 TONNES.

In Glassfibre Reinforced Plastics — In Hull form or any stage of completion.
Contractors to H.M. Ministry of Defence.
Designs Approved by: The White Fish Authority & The Department of Trade and Industry.

FEATURE Fleetwood lock pits known to huddle of fleabmen is to disappear.

It is the swing bridge across the docka entrance. Fleetwood docks manager, Tony Winfield, said: "Over the years the iron bridge has become increasingly difficult and costly to maintain. Nowadays we just cannot get this vessel in the first place. However, it was thing that allowed to elapse, hoping against hope that some day it would go right, which gives most cause for concern."

To have the biggest and best scientific tools to play with has always stimulated fierce competition among the fisheries laboratories. Consequently, when things go wrong there is a temptation not to say "too in the

To get an impartial opinion from either fishermen or scientists about the state of research facilities for the industry is near impossible. I hope, however, that the House of Commons Select Committee now investigating the industry will not shrink this task.

inconvenient to asking hired fishermen to take a drop of £26 a week in their wages — what would be the reaction in any other industry if workers were asked to take such a cut?

However, by the end of the week, the factory had convinced fishermen there was no alternative. The quality of the haddock being landed is low and there is an international recession in the demand for fish.

contacted pilchards at a range of 2000 mpp, an SP-2, Burton Constable, Burton Agnes, Conduan and Lindisfarne have had an excellent

with Althabaska, using a gravel patches.

SIMRA DECC

Red Power

AD

Decca Radar Limited are agents for Shorad in U.K. and Eire

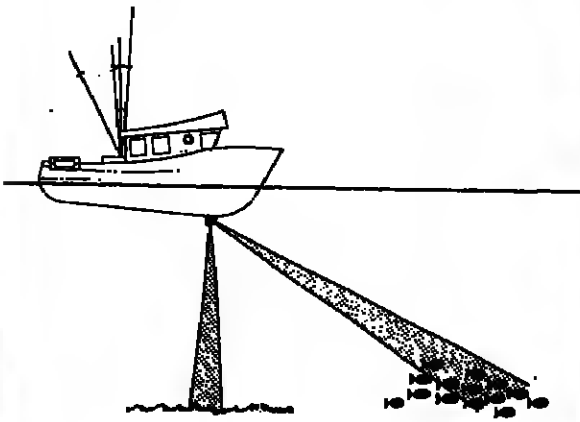
A

**Decca Radar Limited,
Decca House,
Albert Embankment,
London, S.E.1. Tel: 735 5111**

WESMAR

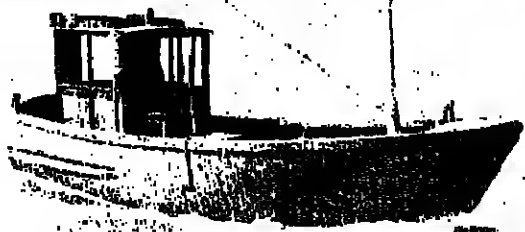
SCANNING SONAR
SOUNDERS

"Operate Sonar at both high and low frequency, long and short range, shallow and deep search, all simultaneously. Add to these a dual frequency sounder/chart recorder for a formidable fish detection and bottom searching system."



SEABOURNE ELECTRONICS LTD
UK Importers and Distributors
Tel. (0752) 28114 (28294)

FOR FULL DETAILS WRITE:
SEABOURNE ELECTRONICS LTD
Freeport, Plymouth, PL1 2LD
(No stamp required)



Macboat 24

New heavy construction 24ft general purpose fishing boat. Now building more boats similar to boat exhibited at Hull, Catch 77, 74 h.p. Dolphin diesel 2 to 1 gearbox, strong timber deck, hatch covers, wheelhouse, steel mast lifting gear. This boat is strong, tough and made to work hard, ready for sea, lying Meldon. Ex our yard £11,500. Further details from:

Dixon Kerly Limited

Downs Road, Maldon, Essex CM9 7HS Telephone (0621) 53330-5483/2

Folkstone Association is formed Fishermen close up ranks at Kent port



THE FOLKSTONE Fishermen's Association was formed last week to promote the interests of the fishing community at the Kent port.

It has 27 members and will replace the earlier Folkstone and Hythe Association which ceased to work effectively some years ago.

Paul James, HM Inspector of Immigration, was elected as interim chairman, with Chris Gale as treasurer and Frank Hancock as secretary. In addition, Micky Laws, Val Noakes and Bert Reed were elected to serve on the general committee.

Steps are being taken to affiliate the association to the Fisheries Organisation Society as, at this early stage, it is a non-trading concern.

One of the first tasks facing the new association will be to represent commercial fishing interests in the Port Users' Association, which has been formed to co-ordinate negotiations with the harbour

owners, British Rail and the local council.

Chairman Paul James commented: "We are very encouraged by the amount of interest shown so far. We were the association to be open to a wide spectrum of interests as possible; for example, our members include only sea-going fishermen, those involved in the trade ashore here."

For further information contact the secretary, Paul James, c/o The Jubilee Centre, The Fishmarket, Folkstone.

Ropes disable freezers

TWO OF BUT'S Harbour freezers — one and Arab — had the propellers fouled by rope in rough weather last weekend.

The ships, fishing off the west coast of Scotland, were soon able to resume their trips after divers from different ports had been called in. One, which was completing a bar trip, went to Scrobburgh to get her propeller freed. She arrived back at Hull early on Monday with an estimated catch of 440 tons.

It is understood that the ship had been fishing for haddock off Rockall and earlier it had worked blue whiting further north. Meanwhile Arab, which had just started haddock fishing off Rockall, resumed fishing after putting into Stornoway for assistance.

New limit

SWEDEN will be extending her fishing limits from January 1 next year. The announcement did not specify the length of the new limit but said that the extension was due to decisions by other countries to move out to 200 miles.

Crewmen hurt at sea

A FISHING boat made a dash for harbour last week after a crew member lost the tips of two fingers in a winch accident.

Coastguards arranged for an ambulance to stand by after the Eyemouth-based White Heather radioed ashore and then headed for Berwick.

Fisherman Adam Anderson of Upper Burnmouth, near Berwick, was taken to Berwick Infirmary where he was said later to be satisfactory.

Another Berwick fisherman was taken 60 miles to hospital after his hand was

crushed as two fishing boats drew alongside each other in the North Sea off the Berwickshire coast. Norman Keen of Upper Burnmouth, near Berwick, was taken to Berwick Infirmary where he was said later to be satisfactory. The Burnmouth-based Challenge, headed back to harbour where a winch was broken, was taken to hospital.

'Comanche' in big come-back

TOO MUCH small fish, particularly cod, haddock and plaice, led to widely fluctuating markets at Grimsby again last week.

Top quality shelf cod once more topped £80 per 10-stone lot, but at the other extreme fishermen had their work cut out squeezing £30 per kit from the merchants for some of the smaller fish.

Against this background of unpredictability, Boston Deep Sea Fisheries' Boston Comanche (Skipper Albert Hollington), home from a 26-day Bear Island trip, stole what might be the week's best grossing of £43,181 from 1,700 kits.

It was a useful return to fishing for the 180-footer after a spell laid up and included over 1,300 kits of haddock, with the balance in rockfish, reds, roker and dabs.

Mackerel worries

THE Anglo-Scottish Producers' Organisation is urging the ministry to call a meeting with FOs to discuss a management of the south-west mackerel fishery.

Although only a few Anglo-Scottish boats went on the mackerel last year, as many as 21 boats will be going down next season. The PO fears that other areas will also step up fishing effort and shore facilities will not be able to cope.

BUT's Lord Jellicoe (Skipper Mick Neeve) was runner-up with £37,674 from 1,330 kits after 25 days to the same grounds.

Grimsby landed between five and six distant trips weekly and with six Bear Island trips last week (three on one day) BUT's Ross Kashmir (Skipper John Roberts) luckily avoided a disaster on the sea-sewing markets and made £28,581 from 786 kits.

In fairness to Ross Kashmir the fish was as good as any distant water fish landed last week. Again it was nearly all codstuffs and must have raised the hopes of BUT's Northern Gift (Skipper David Pulfrey), due to land on her own with a cod catch the following day, but she hit another falling market to gross only £31,380 from 1,162 kits after 23 days; one day less than Ross Kashmir.

The middle and near water trawlers were also hit by the variable demand although vessels with quality fish generally fared reasonably well.

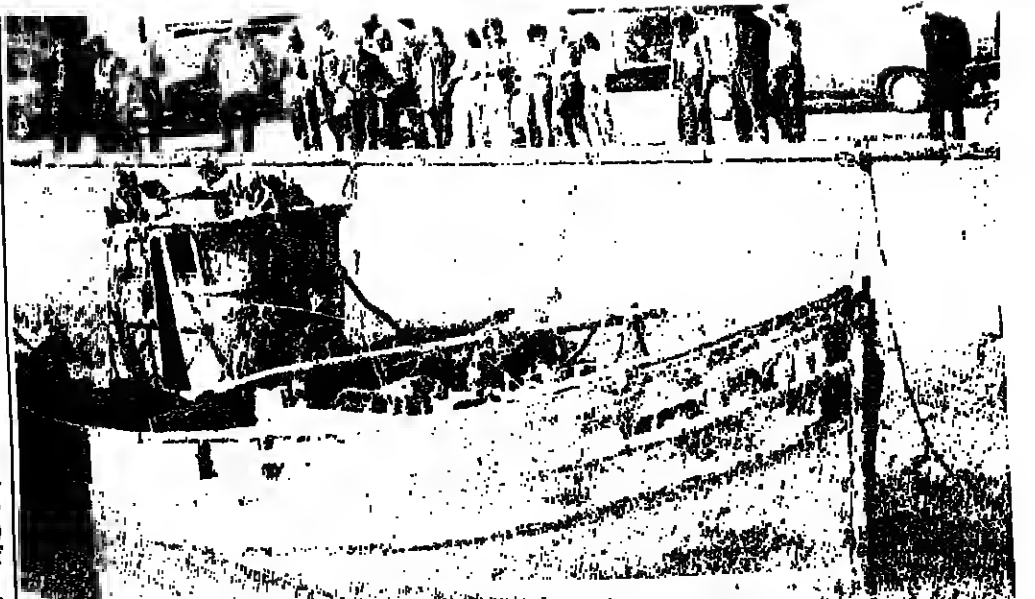
There seems to be no holding BUT's record-breaking Ross Leopard (Skipper Paddy McCarthy) and, despite the major role played by luck last week, she outgrossed and outfished all her rivals after a 13-day whirlwind trip to the Westeries.

Leopard picked up £23,762 from 1,086 kits, almost all haddock and cod split 50-50. H. L. Taylor's best effort came from Yesso (Skipper Peter Brown) on £18,628 from 855 kits, including over 400 of

coley and 115 of cod, while Boston's Boston Phantom (Skipper Colin Edward), having stepped down from the distant water grounds, grossed £20,882 from 910 kits of coley, haddock and cod.

In the North Sea Lindsey Trawlers' Lofoten (Skipper Alan Hutton) made £10,000 exactly from a nice spread of fish and dogs.

As usual the seiner fleets were very active and although the visiting Dene Alice-Margrethe (L 742) established a new all-comers port (end Humber) grossing record of £12,367 from a superb cod and plaice trip, sold through the John R. agency, the best local effort from Tom Sleight's Fredericksborg (Skipper George Mussel) was only £6,818 from 189 kits.



'INTEGRITY' LIFTED

THE berried-encrusted Fraserburgh fishing boat Integrity, which has been on the sea for four miles south of Shetland for the past nine months, was salvaged this week and towed to Peterhead slipway by the vessel Intrepid.

It was on November 2, 1975, that the 40 ft Integrity, skippered by Andrew Ritchie of

Inverloch, sank within minutes after a collision involving the Aberdeen trawler Rowanlea, skippered by James Melr of Portknockie. Three crewmen had only time to launch their lifeboats before Integrity sank. They were later picked up by the Peterhead boat Harvester and landed at Peterhead.

GET THE BIG SHIPS OUT

FISHERMEN in other EEC countries and outside remain unconvinced by arguments put forward by British and Irish interests for a 50-mile exclusive limit.

Behind the struggle for a wide exclusive band of water lies the desire to make room for big and sometimes old trawlers displaced from other areas by limit extensions.

"In any objective assessment, there is no room in a modern, compact coastal fishing industry for ships made prematurely obsolete by the economic zone, and it was time this was said and recognised," says our companion paper, Fishing News International in its July issue.

Believing that there is a case for a dominant preference, FNI suggest that the only way this can be worked out along with a realistic look at conservation is by getting rid of the distant water fleet. "Remove these ships and the dichotomy of attitudes so debilitating to present British fishing policy will go with them."

Britain is not alone in this situation, it is pointed out. West Germany, Poland, the USSR and Japan also face the same problem. And there is an even more difficult problem facing all EEC countries: where is the organisation and people capable of fishery management?

While we should be looking in Brussels, says FNI, there have been no signs of the ability to manage a resource which would produce around four or five million tons annually.

This has been highlighted by the fact that already Britain has had to act alone to save North Sea herring and EEC trawlers have fished out their Arctic cod quotas six months early. See letter page 13.

Celtic ban

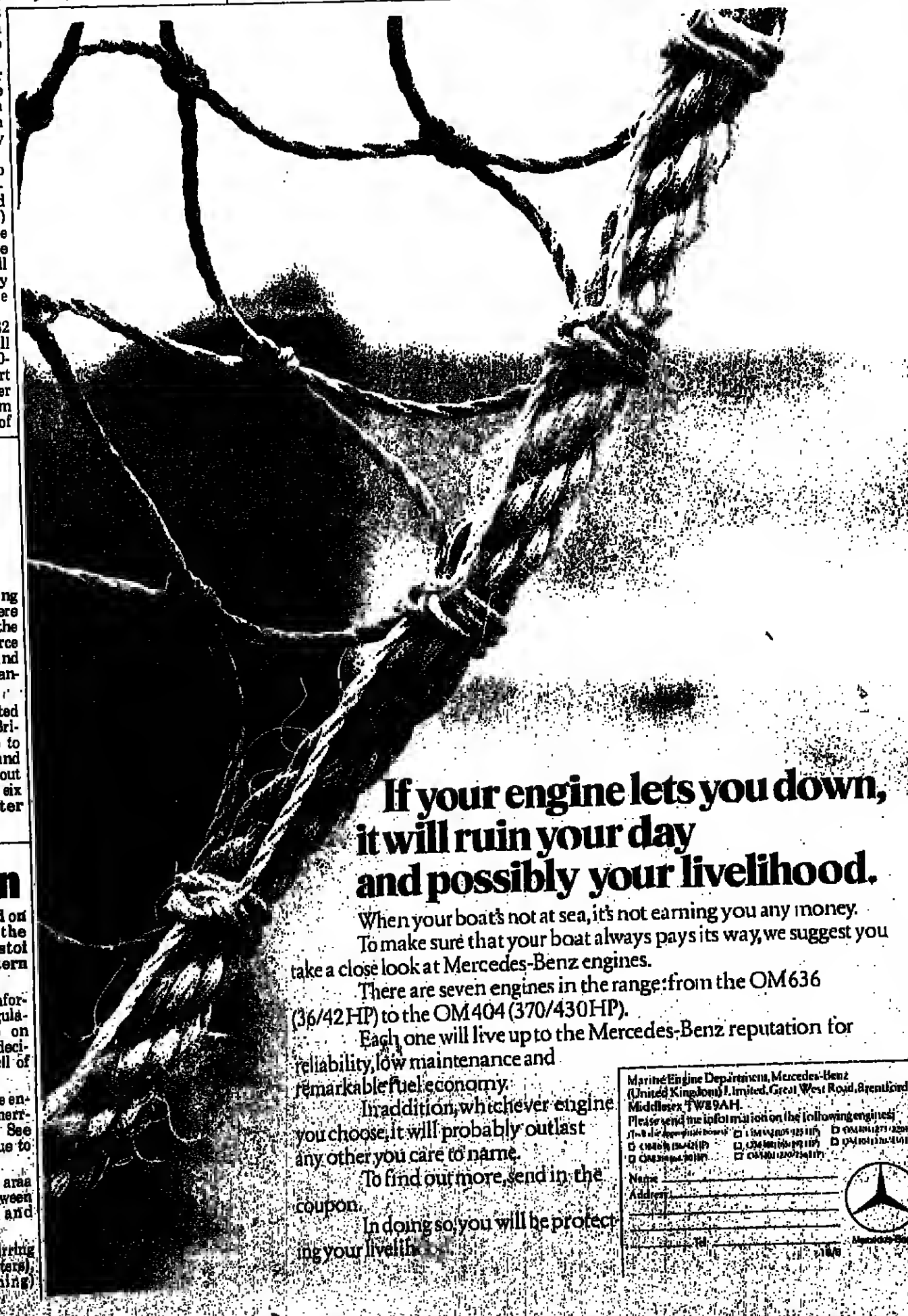
A BAN has been placed on herring fishing in the Celtic Sea, the Bristol Channel and the western English Channel.

The Order, made in conformity with a new EEC Regulation, came into force on August 10, following the decision taken by the Council of Ministers in July.

It is intended to aid the enforcement of the ban on herring fishing in the Celtic Sea and North Sea and is due to end on December 31.

The ban applies to the area inside British limits between 49°N and 52°30'N and between 2°W and 9°W.

The Order is the Herring (Specified Western Waters) (Prohibition of Fishing) Order 1977.



If your engine lets you down, it will ruin your day and possibly your livelihood.

When your boat's not at sea, it's not earning you any money. To make sure that your boat always pays its way, we suggest you take a close look at Mercedes-Benz engines.

There are seven engines in the range: from the OM636 (36/42HP) to the OM404 (370/430HP).

Each one will live up to the Mercedes-Benz reputation for reliability, low maintenance and remarkable fuel economy.

In addition, whichever engine you choose, it will probably outlast any other you care to name.

To find out more, send in the coupon.

In doing so, you will be protecting your livelihood.

Mercedes-Benz Marine Division, Mercedes-Benz (Great Britain) Ltd, Great West Road, Brentford, Middlesex TW8 9AH.

Please send the information on the following engines:

☐ OM636 (36/42HP) ☐ OM636 (36/42HP) ☐ OM636 (36/42HP)

☐ OM636 (36/42HP) ☐ OM636 (36/42HP) ☐ OM636 (36/42HP)

Name _____

Address _____

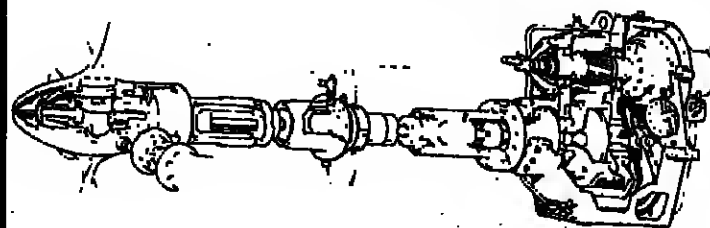
Postcode _____

Telephone _____

Mercedes-Benz logo

A tidy sum! —

ULSTEIN (U.K.) LIMITED
60A George Street, EDINBURGH, EH2 2LR.
Tel: 031-226 5481 Telex: 727383.



It all adds up to

- GEARBOX/CP PROPS
- TRANSVERSE THRUSTERS
- PASSIVE TANK STABILISERS
- TENFJORD STEERING GEAR
- SPERRE AIR COMPRESSORS
- FACTORY TRAINED ENGINEERS
- 24-HOUR SERVICE
- U.K. MANUFACTURE

ULSTEIN

Sole UK Agents for Tenfjord and Sperre

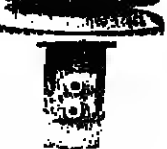
Specify POWERLIFT

for your vessel

Complete range of haulers to suit your requirements with hauling capabilities of: 900lbs, 1400lbs, 2000lbs.



Self-hauling sheave



Combination

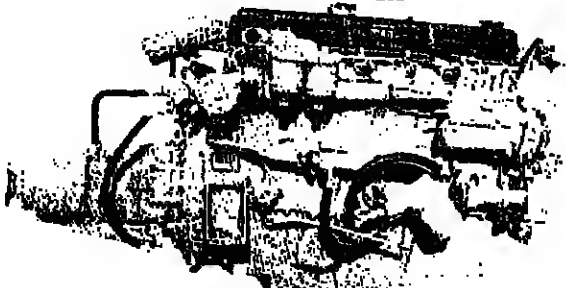


Capstan



POWERHAUL seine/trawl winch 2000lb pull

Full installation kits can be supplied 12 months warranty W.F.A. approved AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (Irl.) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 860482. Telex: 30298.UK distribution: Colin Manning
20 Hiron Estate, South Stack Rd, Holyhead,
Anglesey, Wales. Telephone: Holyhead 4415.**Mercraft**
ECON-O-POWER

Well Engineered

Model range 50 to 250 hp. Vertical and inclined engines. 14 models

THEY'RE BUILT TO WORK HARD

MERCRAFT MANUFACTURING CO. LTD.
Church Street, Lillington, nr. Rye, Sussex.
Telephone: Staple Morden (0783) 82217/8**BOAT OWNERS!**

Have You A Propeller Problem?

F.A.L. SCOTTISH PROPELLER SERVICE at BUCKIE

Specialise in RECONDITIONING ALL MARINE PROPELLERS and will REBUILD and RESET the PITCH of ALL SIZES of PROPELLERS up to 18" diameter. Also SUPPLIER of NEW PROPELLERS. MAKERS and SUPPLIER of Small STERNGEAR Up to 24" diameter shaft.

**F.A.L. SCOTTISH PROPELLER SERVICE**March Road, Industrial Estate, Buckie.
Telephone: BUCKIE (0542) 32185 (Day)
31508, 31422 & 32931 (Night)**INSHORE at Grimsby**

A MONTHLY FEATURE

YET ANOTHER bombshell hit Grimsby's hard-pressed inshore operators at the beginning of the month when the findings of an industrial tribunal in June were finally published.Skipper-owners Erik Loe, of the inshore gill-netter *Wordley*, and David Ellis of the steel inshore trawler *Jan Erna*, had been challenging National Dock Labour Board instructions.Last February, after *Wordley's* crew discharged a six-kit trip, the board decided that all inshore boats should be unloaded by registered lumper labour.

On the face of it, the verbal ruling from the three-man tribunal panel seemed to give other inshore owners similar quayside freedom to continue unloading their catches within the existing NDLB criteria for inshore boats at Grimsby.

However, they were in for a big disappointment. The publication of the tribunal's rulings made it crystal clear the hearing had not been a test case applicable to all. Skippers wishing to enforce their traditional rights to discharge their catches could face the muddle and tedium of individual appeals to industrial tribunals unless the NDLB sensibly relents.

At the moment Grimsby's lumper force is pretty busy with heavy summer landings. Yet, once the seiners stop for winter and expired quotas begin hitting trawler landings, the inshore boats could well become a target for the lumpers.

If this does happen, most owners look certain to abandon Grimsby for lumper-free ports or pack up completely. Nor are *Wordley* and *Jan Erna* immune, as the NDLB has the right of appeal against the tribunal's rulings, the Grimsby local board has already recommended an appeal by the national board.

What a shame it would be if good sense fails to prevail, especially following Grimsby's recent claim as the most suitable centre for a restructured industry, not only on the Humber but throughout the UK.

Pairing

A battle for the modest catches most of the inshore boats make is a poor advert for a port pressing for international recognition.

After the end of a successful summer and early season, all but one medalist Hugo Thimmesen and son, Peter, are back white fish pair trawling in

Hazel B has now been taken off the fishing register as dock charges have priced her out of the port. Below right: Skipper Eddie Collins of *Melissa Louise*.Samantha and Tina. So, too, are Slaughter's steel 74-footers *Mohave* and *Shawnee*, the latter after a big rift.The former inshore boat *Victory* (ex *Pace-in-Terris*) proved her value as a stop-gap partner for *Mohave* through July. She now seems certain to link up with *Ashby* (ex *Dieuwina* LT 345) as Grimsby's 18th pair team when conversion work on Slaughter's Lowestoft purchase is completed.This section of the industry is still luring droves of distant water eekippers. The latest to invest, after a long search for something suitable, is Skipper Eddie Collins who has command of *Melissa Louise* which is pairing with *Ellen* under the A. E. Richardson banner.Meanwhile Lea Edward is now in charge of *Greena Star* in the Danbrit agency, while many others are working on deck to gain experience before taking the plunge.

On the subject of pair trawling, Cosalt Inshore Net Department at Grimsby has brought out a new version of the Gemini pair trawl, incorporating side panels to give the lower wings and bunt bobline a deeper shepherding

Skipper Arto Hinde, working well with *Berlin*.

David Ellis who challenged the NDLB inshore boat ruling.

Pondion has performed as she arrived in Grimsby at the end of June.

With Skipper Borge Hinde hitting some superb North Sea cod she has got away to a really wonderful start. So it came as no surprise when Danbrit returned to Grimsby to negotiate the purchase of private owners of *Ello* (2000), which should be to her new home port by the end of August.Also likely to move is *Limona* which transferred briefly to the John R. after this month where skipper Arto Hinde is making the most of his chance in *Berlin* since Skipper Borge Hinde went back to pair trawling in *Lavita* Skomager.

Saddest piece of news this month is the enforced retirement of inshore expert, Harry Buckingham, who has fished the Humber for decades.

An old-age pensioner Harry can no longer afford to keep his one-man trawler *Hazel B* going following increased fish dock charges from August 1. He has removed her from the fishing register and put her up for sale.**Advice**

It's a lamentable state of affairs and Grimsby would seem like the same place without Harry's ingenious flow of ideas and the freely given advice to newcomers looking for a little local knowledge.

With good news very much at a premium among the inshore fleet this month, it is at least heartening to report *So Lady* — the redundant inshore trawler whose owners attempted to sell her off by auction early last year — has finally been sold in a private deal.

Her new owners are from Cumbria and, happily, they are planning to put her back fishing out of Grimsby once again!

TOM WOOD.

NOW OPEN!! PUMPKIN MARINE27 HOLBORN VIAOUCT LONDON EC1. Tel 01-353 5571/BB15
JABSCO/PAR SPECIALISTS also WHALE, PATAY, VETUS, LAVAC, DEN OUDEN, BLAKES, TIGER ANTIPOULING & PAINTS, GENERATORS, SOUTHWESTER, SONAGLASS, 1.5 MARINISATION PARTS OPEN: Mon.-Sat. 9.00-9.00 p.m. Late night Tues., Thurs. to 8.30.**MASSON GEARBOXES**

100 h.p. — 3000 h.p. SALES — SPARES — SERVICE UK Distributors:

OUTBOARD ENGINEERING LTD.
14 Silver St., Stansted, Essex.
Tel: Bishop's Stortford (0279) 814718. Telex: 817469.FISHING NETS • ROPES • TWINES at competitive prices
AGUSTIN D. PIQUE
Indeexport — SPAIN**£16-A-KIT AVERAGE 'HEARTBREAKING'****FLEETWOOD** trawlers returning from the Rockall grounds took the full brunt of a seasonal fall in demand for catches last week.

Average earnings fell to less than £16 a kit — the lowest figure for several years.

Some of the port's most modern stern trawlers were hit — notably *Jocinto* (Skipper A. Barkworth) which landed 940 kits, including more than 800 of haddock, for a grossing of only £15,092.Not far ahead was the stern trawler *Gouino* (Skipper Charlie Scott) which made £15,481 from 965 kits — in-

cluding over 800 of haddock. Jim Hind, deputy manager for J. Marr and Son at Rockall, owners of both vessels, said: "It is very disappointing to see the prices slide so drastically and also to see so much locally landed fish go to the east coast to be worked."

"It is not good to see fish being sold at such low prices and must be particularly galling and heartbreaking for trawlermen who have been out there to catch it."

"Around now, in the summer, prices do usually drop, but not to the extent that they have been doing recently."

Alan Welch, president of

the Fleetwood Fish Merchants' Association, agreed that prices had dropped but added: "Not all types of fish are cheap. English varieties have still commanded high prices."

"Some of the Bear Island fish, however, has not been quite up to the standard Fleetwood is used to dealing with."

"In addition, we have had huge quantities of Rockall haddock. We had a lot last year and since then merchants have worked up a market for it and have been able to sell it."

"But Fleetwood is not altogether geared to deal with such quantities of haddock."

With so many of the inland towns on holiday there is always a seasonal drop around now."

Top trip of the week was landed by the side trawler *Robert Hewitt*, commanded by Skipper Wally Harrison. She landed 1,277 kits, including more than 1,200 of cod, which sold for £23,607.Of the Rockall trips the top return was that of the stern trawler *Boston Stirling*. Skipper John Banks, who has been top skipper in the 100 to 110 ft. section on a number of occasions, took the larger vessel and returned with 847 kits, including more than 700 of haddock, which sold for £17,569.**Shrimp boats 'pair' on white fish****ANOTHER** two vessels have begun white fish pair trawling from Peterhead.They are the 86 ft. *Constant Friend* and *Starlight*, fishing under skippers Bruce Thain and Alex Baird Jr.

Earlier this month the team landed their first white fish trips, a catch of 859 boxes. The catch included 218 boxes of mackerel which met a keen demand and sold at prices ranging from £5.30 to £5.80 a box.

They were fishing over clean ground in the Bergen Bank area using Apeldoorn nylon trawls. These have the headline shorter than the headline trawls, including the four purse seiners *Morning Star*, *Gilgiant*, *Pathway* and *Lunar* Bay.

They are working a quota of 24 units per man per week.

They switched to white fish operations from shrimp trawling, which has now all but died out.

The two vessels were designed by Tynedraft Design of Newcastle and are powered by Alpha 680 hp engines.

Starlight was built in 1975 by Cubow of Woolwich, while *Constant Friend* came from the Humber side yard of John R. Hepworth later the same year.With the start of the west coast herring fishing at the beginning of August, a number of boats left Peterhead for the North Minch, including the four purse seiners *Morning Star*, *Gilgiant*, *Pathway* and *Lunar* Bay.

They are working a quota of 24 units per man per week.

*Starlight* (Skipper Alex Baird Jr.) has begun white fish pair trawling from Peterhead. Her partner is *Constant Friend*.

spread over four nights, and during their first week they managed to catch their full quota. Prices reached as high as £57 a unit at Ullapool.

Two pair trawlers, the 86ft. *Summer Dawn* and *Brighter Dawn*, left for the Minches at the beginning of the second week of the month — and more vessels may well go soon if the fishing looks worthwhile.**FARM PLAN GO-AHEAD****INVERNESS** Planning Committee has approved plans submitted by the Highland and Islands Development Board for a new fish farm at Milton of Lyle, near Inverness.

The approval, however, is subject to conditions, including the provision of car parking and satisfying the river purification authorities that there will be no detrimental effect on private water supplies for human consumption.

The application by the board said trout would be reared from the ovary stage and kept in quarantine until a monitoring programme established that they carried no certifiable fish diseases.

The new farm will be complementary to the board's main fish farm at Monack.

Plant looks for supplies**FISHERMEN** interested in supplying Lewis Stockfish Ltd., Breasdale, fish plant opening next year should contact the fisheries division of the Highland Board in Inverness.

The HDB says it is keen to help inland fishermen joining in the venture in any way it can.

SAILOR marine radio equipment**SAILOR R114M WATCHKEEPING RECEIVER**Details from S.P. Radio
Croydon House,
Dingwall Road,
Croydon CR9 2XT
Tel. 586-5361
S.P. Radio
Albert Street,
Grimsby
Lincs.
Tel. 55903S.P. Radio
8 Howard Street,
Edinburgh
Scotland
Tel: 556-3559
S.P. Radio
Woodslands Ltd.
Govil House, Dyce
Aberdeen
Tel Dyce 2084

and any Occa Deput

SAIT brings the experience of 76 years in marine electronics to the fishing industry

Above the water line, we can provide most of your Electronic needs, either in supplying new equipment for accurate navigation and reliable communication, or providing on-the-spot servicing back-up from our many Depots around the country.

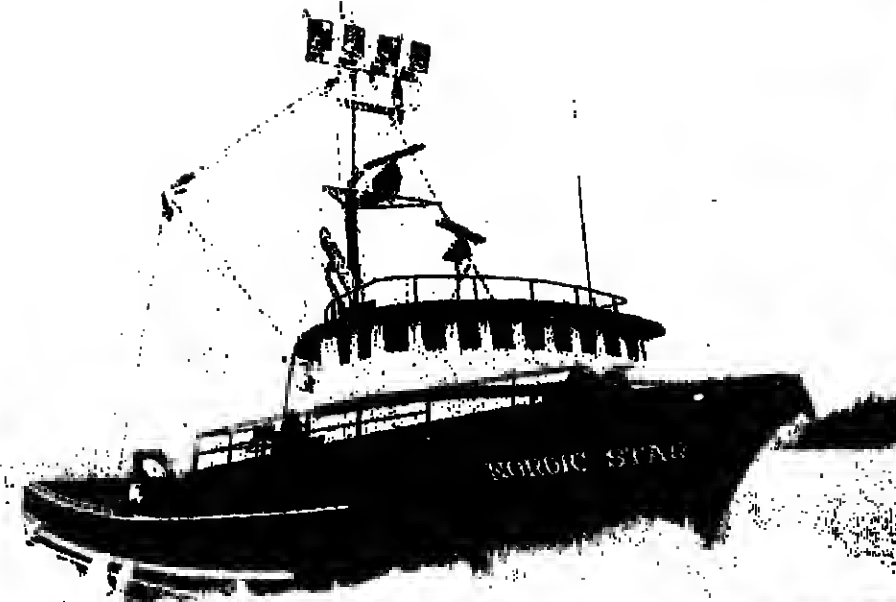
Our range of products cover MF/HF/VHF Radiotelephones for efficient communication, Weather Fax for instant Weather Chart information, both small and large radar systems, to suit your requirements, and accurate navigation devices such as — LORAN, OMEGA and SATELLITE NAVIGATION.

Also that never-tiring extra crewman the AUTOMATIC PILOT. For further information on what we can provide, call your local office and speak to our man-on-the-spot.

SAIT SERVICE DEPOTS IN U.K.

London	(01) 894 5642/8	Manchester	Refer Liverpool
Aberdeen	Refer Bristol	Middlesbrough	(0542) 246822
Belfast	Refer Cardiff	Milford Haven	Refer Cardiff
Birkenhead	Refer Cardiff	Newcastle-upon-Tyne	Refer North Shields
Boston	Refer Immingham	North Shields	Refer North Shields
Brighton	(0272) 45613	Portsmouth	(023) 2766
Bristol	Cardiff 375508	Reading	Refer North Shields
Burton	Refer London	Sheffield	Refer North Shields
Cardiff	Refer London	South Shields	Refer North Shields
Cardiff	Refer London	Sunderland	Refer North Shields
Cardiff	Refer London	Wolverhampton	Refer North Shields
Cardiff	Refer London		

SAIT ELECTRONICS SAITWireless House, 28/31 River Road, Barking, Essex IG11 0BX
Telephone: (01) 594 5642/6 Telex: 897576



Big refit for Mount Royal

WORK has started at Peterhead on a £200,000 refit for the former Aberdeen trawler *Mount Royal* which had been laid up.

Skipper David Reid of Orkney and his brother, Albert, have bought the trawler which was built in 1963 by John Lewis and Sons Ltd. at Aberdeen. She was the prototype of the very popular *Spinningdale* - class of 88 ft. sidewinders.

The Northern Engineering Works is the main contractor for the refit to *Mount Royal* which is to be equipped for single boat trawling. The modifications have been designed by the Napier Co. (Aberroath).

A full length aluminium shelterdeck will extend from wheelhouse to whaleback, and a new aluminium wheelhouse will be fitted to the existing steel casing. The after end of the casing, which extends to the transom, will be removed.

New gear handling machinery is to include Robertson net drum and split trawl winches to be hydraulically driven from a

new Caterpillar 200 hp auxiliary engine.

Mosta, galleys, trawl shenies and rollers, etc., are to be renewed. A Promme refrigeration plant has been ordered for the fishroom and the crew's cabin, below deck aft, will be revised to give more accommodation.

All the steelwork will be sand blasted and treated with Metlife corrosion control compositions.

The existing Tenford

hydraulic steering gear is to be converted to power operation and coupled to a Robertson autopilot.

Woodsons of Aberdeen supply most of the wheelhouse equipment including Elac LAZ Echo-graph and LAZ Fishlupe, 'Sailor' radio and the autopilot. Deck tables will also be fitted.

The work is scheduled for completion at the end of the year.



Mount Royal in Peterhead before the refit started.

Giant crabber keeps her catch live

HOW WOULD you like to go offshore crabbing in this 108-footer? *Nordic Star* may look better than any U.K. crabber, but she needs to be big and powerful. Her base is Alaska.

Nordic Star (above), named last month at the Seattle Mercantile yard, is to start fishing from Dutch Harbor next month when the king crab season opens. She will load her catch into three holds and her cooled sea water circulation system is able to keep 170,000lb. of crabs live.

The 14ft. 6in. draft ship is owned by three expert Pacific north-west fishermen and she will haul massive traps using a hydraulic 'KingHealer' with pot-dumping rack; an eight-ton crane will handle 120 traps aboard ship.

Nordic Star can be converted to go trawling and is fitted with a Caterpillar diesel of 1,125 bhp driving an 84in. prop. Accommodation includes skipper's quarters in the pilot house and two four-men 'staterooms'. The galley is fitted with a microwave oven.

Navigation and communications equipment includes two Loren sets, two radar sets, recording sounder, depth indicator, autopilot, four radio sets and a four-station intercom. Her Wagner hydraulic steering system includes a wheel plus two other steering stations.

Bay rigs to ride a storm

"I HAVE bought a 40 ft. MFV which I want to moor in a near-by bay."

"The bay is sheltered from winds from all directions except South East and only a few open boats up to about 18 ft. long are moored there."

"There is plenty of room in which to lay ground chains and for the boat to swing."

"But I have been told that during SE gales there is a backwash off the cliffs. That is why only boats which can be hauled up the beach on such occasions are kept there."

"Some time ago you described assemblies used to moor boats up to 40 ft. long in an exposed anchorage off Selsey."

"Would such an assembly enable me to moor the boat safely in the bay?"

"If you are so keen to moor your boat in the bay, despite strong tidal currents and possible stormy weather, a heavy mooring assembly used to moor larger fishing boats off Selsey would probably prevent her from going adrift."

"Shackles and swivels are not used at all in such assemblies, as pins of shackles used to come adrift in heavy weather when ground chains were being lifted off the bottom."

"Ground tackle for mooring boats up to 30 ft. long in 5 fm. consists of two anchors weighing between 50 and 100 lb. each, two 1 in. studded link ground chains 12 to 16 fm. long, and 9 fm. of 1 in. up-and-down chain (reel)."

Before moorings are laid, a large ring is forged or welded into one end of each ground chain, and another into one end of the riser, and a long link which will pass through the ring, at the other end.

Anchors are laid at such a distance apart that the rings of the ground chains can be brought to the surface for inspection at low water.

When laying, the two rings are brought together, the long link of the riser is passed through them and then through the ring at the other end of it.

The three rings are then lowered to the bottom and a buoy is attached to the long link on the end of the riser.

Boats of between 30 and 40 ft. long are moored in a similar manner but with heavier anchors, 15-20 fm. ground chains and 1 in. short link risers with plated nylon ropes attached to their long links.

This is the sort of assembly you need if you opt for Selsey-type moorings.

If it is impracticable or prohibitively expensive for you to lug heavy chains to a blacksmith to have rings forged to them before laying your moorings, you might consider using shackles and swivels as an alternative, which incorporate expanding steel springs to retain load pins and prevent their coming adrift no matter how much battering they receive.

But you will, however, find it almost impossible to extract the retaining pins and consequently the load pins, should you want to replace such components after several years' use.

If you want to replace your riser, without lifting your ground chains, and employ a diver for the purpose, he would find it quite impossible to extract the pins and fit new components of the same type.

John Burgess' Log



A far better alternative is to use a Dunmore Deadlock shackle.

This type of shackle is made of stainless steel (or aluminium bronze where non-farous components have to be used) and is a size range for use by all kinds of craft from large tankers to small yachts.

The shackle is compact, very strong for its size and weight, and can be locked or taken apart by hand without using any tool either on deck or in "blind" conditions underwater.

Full particulars of the Deadlock shackle are obtainable from McKenzie Niven Ltd., Ship Riggers, Anderson Street, Port Glasgow, Renfrewshire, Scotland.

not sure which would be the most suitable size and type of propeller to fit.

"I should, therefore, like to know as much as possible about propellers designed for use in fishing boats, particularly about controllable pitch propellers."

Most suitable diameter for your propeller will be determined by the revolutions per minute at which your engine develops 150hp, or whatever its continuous brake horsepower is, reduction ratio of its gearbox and size of propeller aperture.

Minimum clearance between hull and blade tips should be 10 per cent of the prop's diameter.

The engine's maker's can recommend and may be able to supply either a right-hand or left-hand turning propeller of suitable dimensions.

Props designed for use in fishing boats are usually made of manganese bronze or nickel aluminium bronze; if for use in aluminium boats, of aluminium alloy; stainless steel; or chromium-plated manganese bronze.

When you can do so by using one lever only.

If you opt for a controllable pitch propeller, you will always be able to run the engine at the speed required by the winch pump.

Furthermore, if blades are damaged they can be replaced individually.

Details of fixed blade propellers available from Brunton Propellers Ltd., Sudbury, Suffolk; Friedenthal Ltd., Croft St., Preston, Lancashire; or T. Norris (Fisheries) Ltd., 8 Wood Lane, Laleham, Middlesex.

Information on controllable pitch props is obtained from Slack and Fox (Marine) Ltd., Kew, Surrey; Derby or PNP Durr Ltd., Eastern, Bournemouth; Burnham-on-Crouch, Essex.

When you can do so by using one lever only.

If you opt for a controllable pitch propeller, you will always be able to run the engine at the speed required by the winch pump.

Furthermore, if blades are damaged they can be replaced individually.

Details of fixed blade propellers available from Brunton Propellers Ltd., Sudbury, Suffolk; Friedenthal Ltd., Croft St., Preston, Lancashire; or T. Norris (Fisheries) Ltd., 8 Wood Lane, Laleham, Middlesex.

Information on controllable pitch props is obtained from Slack and Fox (Marine) Ltd., Kew, Surrey; Derby or PNP Durr Ltd., Eastern, Bournemouth; Burnham-on-Crouch, Essex.

When you can do so by using one lever only.

If you opt for a controllable pitch propeller, you will always be able to run the engine at the speed required by the winch pump.

Furthermore, if blades are damaged they can be replaced individually.

Details of fixed blade propellers available from Brunton Propellers Ltd., Sudbury, Suffolk; Friedenthal Ltd., Croft St., Preston, Lancashire; or T. Norris (Fisheries) Ltd., 8 Wood Lane, Laleham, Middlesex.

Information on controllable pitch props is obtained from Slack and Fox (Marine) Ltd., Kew, Surrey; Derby or PNP Durr Ltd., Eastern, Bournemouth; Burnham-on-Crouch, Essex.

When you can do so by using one lever only.

If you opt for a controllable pitch propeller, you will always be able to run the engine at the speed required by the winch pump.

Furthermore, if blades are damaged they can be replaced individually.

Details of fixed blade propellers available from Brunton Propellers Ltd., Sudbury, Suffolk; Friedenthal Ltd., Croft St., Preston, Lancashire; or T. Norris (Fisheries) Ltd., 8 Wood Lane, Laleham, Middlesex.

Information on controllable pitch props is obtained from Slack and Fox (Marine) Ltd., Kew, Surrey; Derby or PNP Durr Ltd., Eastern, Bournemouth; Burnham-on-Crouch, Essex.

When you can do so by using one lever only.

FISHERMEN'S MISSION

SERVING and CARING

For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place, London W1M 4BX

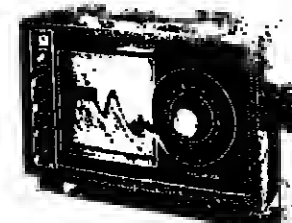
Chairman: Admiral Sir Charles Madden, Bt., G.C.B., O.L.S. Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

95 years constant service to fishermen and their families

N.D. 200 ECHO SOUNDER and FISH FINDER



It's Revolutionary!
It's Japanese!
It's Portable!

and gives a print-out comparable to sets costing very much more. It is ideal as a first set for small boats or as a stand-by for larger vessels.

GRANGE MARINE SERVICE LIMITED

BURNFOOT LANE, FALKIRK
Tel: 0324-27321/2. Telex: 779355
TRADE ENQUIRIES WELCOME

MEET THE WORKERS

Modelled by specialists under approved conditions to work under tough conditions.

ML 18	ML 24
L.O.A. 18'0"	L.O.A. 24'3"
L.W.L. 18'0"	L.W.L. 21'0"
Beam 7'0"	Beam 8'6"
Draft 2'0"	Draft 3'8"
Disp 2100lb	Disp 4.8 Tons
Price ex works £400.00	Price ex works £1450.00
Hull only	Hull only one built

MILTON LAMINATES LTD

STEM LANE INDUSTRIAL ESTATE
NEW MILTON
HANTS

Telephone 610328 Telex Matcom 47674

WAYDON Mouldings Ltd.

LOBSTER POTS
Moulded in Polypropylene giving a very tough pot. Detachable base for interlocking during carriage. Available ex-stock!!!!

at £4.20 + VAT & Carriage
Fincham Station Road, Fincham, Wellingborough, Northants.

For delivery to the coast, contact: Coastal Holidays, Marine, Bar-House, Wexham, Co. Cam. CB1 1EP

For delivery to the coast, contact: Coastal Holidays, Marine, Bar-House, Wexham, Co. Cam. CB1 1EP

For delivery to the coast, contact: Coastal Holidays, Marine, Bar-House, Wexham, Co. Cam. CB1 1EP

DEUTZ in Scotland means DUNCAN ROGERS

Dependable DEUTZ Diesel Engines from one to sixteen cylinders
3hp - 500hp air cooled
150hp - 10,000hp water cooled
for Sales, Spares, Service —

Duncan Rogers (Engineering) Ltd

4087 FIFE AVENUE
BLYTHWOOD ESTATE
RENFREW PA4 9EB
Telephone: 041-686 7337

BOAT BUILDING TIMBERS

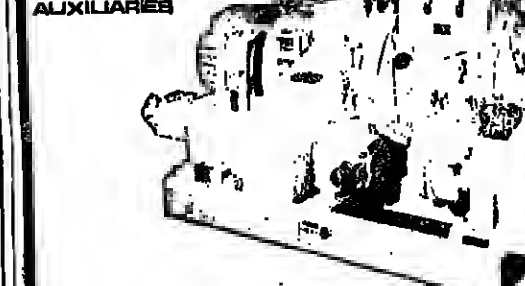
- Suite of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machine Yeng Decking and Mergine.
- Complete sets Oak frames bevel sawn to your patterns.
- Oak spruce poles for derricks, etc.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.

WEST DOCK STREET, HULL

Tel: Hull 0482-25886 (5 lines) Telex: 62528

GILROY AUXILIARIES



Comprehensive range of auxiliaries designed and built to suit individual requirements.

For further details write to:

Wilmor Engineering Services (Aberdeen) Ltd.
Craigshaw Road West Tullos Aberdeen

FIRSTCASTLE LTD.

BURY OLD ROAD,
KEYWOOD, LANCs.

Remember us?

We are the company who never advertises. We, of course, don't need to, as you know, word of mouth, goodwill, etc., etc. How people know we sell second hand, gardeners and other types of marine engines, gear, sets and electronic control equipment amazes us, we keep our phone number of 0706 88903 as directory. Amazing.

fishing vessel protection

Stem to stern, keel to truck, engine room, accommodation — John-Henry Clark paint systems give complete protection. Our anti-fouling means smooth hulls ensuring fast progress to catch the market. Whilst our D.T.S. approved flame retardant paints add a bright face to living quarters and ensure extra safety for crews. To achieve good looks and complete protection for your vessel — a copy of our leaflet is a good start.

John-Henry Clark Ltd.

24 Huddersfield Road, London E14 6JH
Tel: 01-481 2741 Telex: 88471

11 Woodhouse Way, Wigan, Warr. Chas.
Tel: 01924 20434

1 Main Street, Loughborough
Tel: 0506 721276

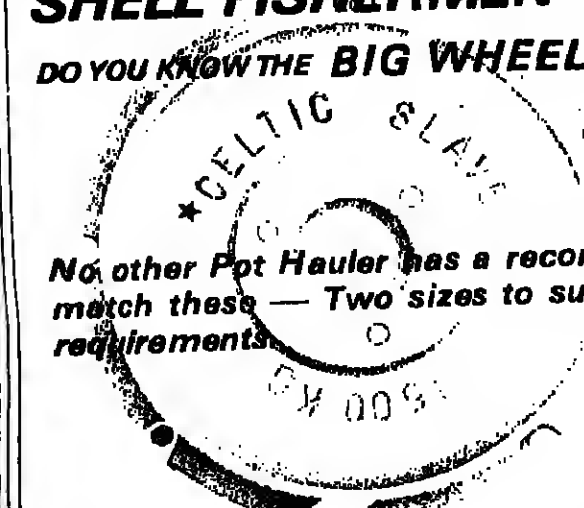
HUNDESTED MOTOR & PROPELLERFABRIK LTD

3390 HUNDESTED, DENMARK
Phone 03-337117. Telex 40245 hmf dk



U.K. Spares and Service Agent:
ANGLO DANSK, Robinsons Lane,
Fish Docks, Grimsby.
Tel 0472514578 Telex 527323

SHELL FISHERMEN — DO YOU KNOW THE BIG WHEELS?



No other Pot Hauler has a record to match these — Two sizes to suit all requirements.

*SOUTH WESTERN MECHANISED FISHING

VENN PARK, STOKE FLEMING, DARTMOUTH, DEVON.
Stoke Fleming (080 427) 453

*Trade marks of C. & J. Stacey Design Associates Ltd.



Stock Dell Quay Fisherboat

18'0" x 6'7" x 1'8"

Boat available now (see engine and atearing or complete, ready for sea, with diesel engine, 4 weeks, 17' 0" and 11' 0", Dorys also stocked. Phone:

Dixon Kerly Limited

Downs Road, Malden, Essex, CM9 7HS Telephone (0621) 63330/54831-2

GLOVERS SHELLFISH (Export) LTD

Buyers of all species of

SHELLFISH — WETFISH

EELS — MOLLUSCS

OWN TRANSPORT — PROMPT PAYMENT

ALCHORNE PLACE, AIRPORT INDUSTRIAL ESTATE, PORTSMOUTH

Tel: Portsmouth (0705) 886981. Evenings 68694

Telex: 86350

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY
Distant water
243,111: *Boston Comanche*, Boston (Sk. A. Hollington), 1,700 k, BI, 26 days.
237,873: *Lord Jellicoe*, BUT (Sk. M. Neve), 1,330 k, BI, 25 days.
237,456: *Gillingham*, Consoil (Sk. J. Loades), 1,502 k, BI, 25 days.
234,282: *Prince Philip*, Boston (Sk. R. Harriss), 1,315 k, BI, 25 days.
231,370: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,162 k, BI, 23 days.
226,575: *Ross Kashmir*, BUT (Sk. J. Roberts), 786 k, BI/WS/NS, 24 days.

Middle water
225,769: *Ross Leopard*, BUT (Sk. P. J. McCarthy), 1,088 k, W, 13 days.
220,862: *Boston Phantom*, Boston (Sk. C. Edwards), 910 k, W, 14 days.
218,628: *Yesso*, Taylor (Sk. P. Brown), 855 k, W, 17 days.
218,022: *Ross Tiger*, BUT (Sk. D. Avery), 698 k, W, 14 days.

North Sea
210,000: *Lofoten*, Lindsey (Sk. C. Nicholls), 388 k, NS, 12 days.
208,988: *Loveden*, Lindsey (Sk. G. Ireland), 295 k, NS, 13 days.
204,460: *Lepanto*, Lindsey (Sk. A. Wright), 344 k, NS, 14 days.

Selms
206,818: *Frederiksborg*, Sleight (Sk. G. Mussell), 189k, NS, 13 days.
204,401: *Dalme*, Sleight (Sk. K. Jorgensen), 209k, NS, 16 days.
203,771: *Vendelbo*, Chapman (Sk. J. Thomsen), 251k, NS, 19 days.
203,123: *Zanto*, Sleight (Sk. V. Olsen), 186k, NS, 18 days.
202,958: *Tarna*, Sleight (Sk. K. Green), 158k, NS, 11 days.
202,929: *Lena Sorensen*, Chapman (Sk. E. Sorensen), 185k, NS, 18 days.

Pair teams
28,657: *Sonia Jane* (Sk. D. Buley), 260k, and 28,135: *Ann Charlotte* (Sk. R. Collins), 246k, both John R., NS, 14 days.
27,096: *Jarvit* (Sk. J. Zeebroek), 225k, and 23,908: *Jilannon* (Sk. R. Zeebroek), 125k, both Richardson, NS, 14 days.

HULL
257,778: *C. S. Forester*, Newington (Sk. R. Taylor), 2,148k, BI, 25 days.
251,848: *Ross Altair*, BUT (Sk. M. Radfearn), 1,578k, BI, 23 days.
248,559: *Ross Trafalgar*, BUT (Sk. A. E. Start), 1,389k, BI, 25 days.
244,353: *Arctic Rebel*, Boyd (Sk. J. W. Boyle), 1,447k, BI, 25 days.
241,339: *Kingston Amber*, BUT (Sk. M. Clark), 1,222k, BI, 22 days.
235,191: *St. Gerontius*, Hamling (Sk. R. Taylor), 2,148k, BI, 25 days.

Selms
27,142: *Kronborg*, Boston (Sk. H. Dam), 332k, 22 days.
26,773: *Christiansborg*, Boston (Sk. E. Dam), 326k, 14 days.

FLEETWOOD
Basel
229,607: *Robert Hewett*, Hewett (Sk. W. Harrison), 1,277k, 26 days.
226,983: *Boston Blenheim*, Boston (Sk. B. McAvoy), 1,801k, 29 days.

Home water
217,596: *Boston Stirling*, Boston (Sk. J. Banks), 847k, 13 days.
216,797: *Wyre Revenge*, Wyre (Sk. B. Andrews), 782k, 17 days.
215,461: *Gavina*, Marr (Sk. C. Scott), 965k, 14 days.
215,092: *Jacinta*, Marr (Sk. A. Barkworth), 940k, 14 days.
214,051: *Wyre Defence*, Wyre (Sk. D. Noble), 736k, 14 days.
213,939: *Irvana*, Marr (Sk. V. Dingle), 722k, 16 days.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Bear Island: *Northern Reward*,
Ross Ramilies, *Spur*, *Wharfedale*,
From Fosse and Westerly:
Vonnor, *Ogano*, *Oakoo*, *Ross*
Ginet, *Ross Juno*, *Ross Leopard*.

Sando, Yesso
Expected during the week from
Bear Island: *Arctic Cavalier*,
Hullington, *Berk*, *Kingston Pearl*,
Ross, *Lepanto*, *Somerset*
Maughan, *Westall*.

PORT MARKETS

FRIDAY, AUGUST 12
DUBLIN
1,279 boxes mainly from Howth, Killybegs, Kilmora Quay and Achill met a slow demand.
Prices: lobster, £1.50; grilse, £1.30/£1.45; prawn, 13p/16p; prawn tails, 50p; black sole, £1.20; allps, 40p; brill, 9p/18p; turbot, 20p/30p; doba, 3p/4p; cod, 12p/14p; codling, 5p/12p; whiting, 12p/13p; haddock, 14p/17p; small plaice, 3p/4p; medium, 10p/14p; large, 22p/24p; per lb round whiting, £4.25; rny, £2.80; mackerel, £4.25; herring, £4.25; per stone.

MONDAY, AUGUST 15
GRIMSBY
A good supply of 8,915 kits from 20 boats met a good demand.
Prices: shell cod, £3.50/£4.80; codling, £3.80; medium, £3.80/£4.80; small, £1.80/£2.20; large plaice, £3.50/£4.80; medium, £2.40/£2.80; best small, £3.50/£4.80; large skinned dogfish, £1.30/£2.20; medium, £1.80/£2.80; lemon sole, £5.50/£8.50; per stone.

MILFORD HAVEN
380 from four boats. Prices: large cod, £3.80; medium, £3.80/£4.80; small, £1.80/£2.20; large plaice, £3.50/£4.80; medium, £2.40/£2.80; turbot, £100; whiting, £8.50/£10; Dover sole, £137; allps, £103; tongue, £90; squid, £20/£25; dogfish, £1.30/£2.20; large ray, £22; medium, £17; small, £12; per lb.

LOWESTOFT

214,511: *St. Mark*, East Coast (Sk. J. Kelly), 569 k, NS, 12 days.
212,056: *Boston Coronet*, Boston (Sk. W. Barnard), 429 k, NS, 12 days.
211,777: *Boston Sea King*, Boston (Sk. P. Meen), 461 k, NS, 10 days.
211,604: *St. Thomas*, East Coast (Sk. J. Ketteringham), 414 k, NS, 10 days.
210,271: *St. Patrick*, East Coast (Sk. F. Elsom), 410 k, NS, 12 days.
210,053: *Boston Wasp*, Boston (Sk. R. Studd), 325 k, NS, 11 days.

NORTH SHIELDS

216,090: *Ben Edra*, Irvin (Sk. R. Palmer), 761k, NS, 12 days.
215,570: *Ben Glas*, Irvin (Sk. W. S. Shearer), 797k, NS, 11 days.
215,522: *Bishop Burton*, Newington (Sk. T. Fairley), 207k, NS, 5 days.
214,800: *Lithian Rose*, Irvin (Sk. R. Clark), 282k, NS, 3 days.
214,787: *Starella*, Irvin (Sk. T. Johnson), 210k, NS, 3 days.
214,712: *Burton Constable*, Newington (Sk. S. Leighton), 169k, NS, 6 days.

MILFORD HAVEN

214,336: *Bryher*, Norrad (Sk. A. James), 198 k, 13 days.
213,268: *Jadestar*, Gypsy, Jones (Sk. J. Brodie), 183 k, 13 days.
212,765: *Rosevear*, Norrad (Sk. A. Simpson), 144 k, 13 days.
212,886: *Silver Spruce*, Irish vessel, 97 k.

GRANTON

213,933: *Arctic Crusader*, Linton (Sk. P. Wanless), 626 k, NS, 12 days.

KEY: SI Bear Island; BS Berents Sea; DV Distant water; F Fosse Islands; G Greenland; HW Home water; I Island; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

NEWLYN

Prices: heat medium whiting, £2.80; small, £1.70; ling, £2.70; large mackerel, £1.60; large plaice, £2.30/£2.40; medium, £2.30/£2.40; small, £2.30/£2.40; large cod, £3.50; medium, £3.50; small, £3.50; large haddock, £2.50/£2.60; medium, £2.50/£2.60; small, £2.50/£2.60; large lemon sole, £5.40; medium, £5.40; small, £5.40; large Dover sole, £18.60; medium, £18.60; small, £18.60; large squid, £5; medium, £5; small, £5; large ray, £4.30; medium, £4.30; small, £4.30; large hake, £1.80; medium, £1.80; small, £1.80; large cod, £3.70; haddock, £4.80; gurnard, 90p; large conger eel, £1.50; medium, £1; small, 80p; large hake, £0.80; medium, 80p; small, £0.70; large brill, £8; large John Dory, £11; medium, £9.50; small, £8.50; large dogfish, £1.70; medium, £1.20; small, 70p; per stone.

FRIDAY, AUGUST 12
FRASERBURGH
1,200 boxes. Prices: selected lemon sole, £1.80/£4; skate, £3.80/£4.80; small prawn, £12/£18; medium, £18/£22; per stone; large haddock, £19/£23; medium, £19/£23; small, £19/£23; large cod, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/£26; medium, £22/£26; small, £22/£26; large plaice, £22/£26; medium, £22/£26; small, £22/£26; large ray, £22/£26; medium, £22/£26; small, £22/£26; large hake, £22/£26; medium, £22/£26; small, £22/£26; large cod, £22/£26; medium, £22/£26; small, £22/£26; large haddock, £22/

